



ITEM NO.	GOAL: Coordinate Planning to Balance Infrastructure
----------	---

The General Plan (page 177) lists the Goals and Approaches for the Regional System. Goal #1. Protect the function and form of regional air and land corridors, Approaches (Bullet #8) states: “Embrace future modes and methods

of moving people, goods and information”. The Planning Commission recommended additional language so that this Approach would read as follows:

Embrace future modes and methods of moving people, goods and information SUCH AS LIGHT RAIL, BUS RAPID TRANSIT, MODERN STREETCAR, ETC.

A Transportation Master Plan is in the process of being developed. The Transportation Department is working with a consultant to prepare a comprehensive look at the city’s entire transportation system. The process is expected to last a year to eighteen months with final plan adoption scheduled for late winter 2006/2007.

One of the components of the Master Plan is Phase II of the High Capacity Transit Study to determine technologies to be used in the Scottsdale Road corridor and those technologies integration with the city and region’s transit systems. Phase I was adopted by City Council in 2003 and identified Scottsdale Road as the corridor for high capacity transit.

To further support alternative modes on Scottsdale Road and coordinate with the Transportation Master Plan process staff recommends the following “Approach” be added to Goal 1.:

“DESIGN THE APPROVED SCOTTSDALE ROAD HIGH CAPACITY TRANSIT CORRIDOR TO ACCOMMODATE THE TECHNOLOGY OR TECHNOLOGIES DETERMINED IN THE TRANSPORTATION MASTER PLAN”.

The Transportation Master Plan will use the goals outlined in the city’s 2001 General Plan as amended to identify projects and programs to address transportation needs and objectives. The proposed text amendments will assure that all modes of travel will be evaluated for the Scottsdale road corridor.

IMPACT ANALYSIS

Policy Implications.

The proposed text amendment is consistent with Scottsdale Values in the Mobility Element specifically the following:

- Mobility choices that reflect the community’s diverse needs and lifestyle in all areas of the city, respect neighborhood dynamics, and reduce reliance on automobile.
- Use of technology to achieve a mobility system that meets community goals (safety, efficiency, accessibility, alternatives and choice, reduction of travel time, reduction of traffic congestion, improvement of air quality etc.); and

Regional Systems Goal #2, Approaches (Bullet #3)

- Use technologies that will more efficiently move people, goods and

information throughout the networks.

Community Involvement.

The proposed amendment was advertised in the newspaper. A separate notification was sent to all those on the General Plan Interested Persons list. It is anticipated that significant community involvement will occur over the next 12-18 months as part of the development of the Transportation Master Plan.

Community Impact.

Support additional mobility opportunities for the residents of Scottsdale and the region.

**STAFF
RECOMMENDATION****Recommended Approach:**

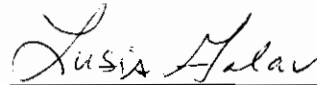
Staff recommends approval of the text amendment to the Mobility Element of the General Plan as described in Attachment #1.

**RESPONSIBLE
DEPT(S)**

Planning and Development Services Department
Current Planning Services

STAFF CONTACT(S)

Lusia Galav, AICP
Current Planning Director
480-312-2506
E-mail: lgalav@scottsdaleaz.gov

APPROVED BY

Lusia Galav, AICP
Report Author


Randy Grant
Chief Planning Officer**ATTACHMENTS**

1. Proposed Text Amendment Language

**CITY OF SCOTTSDALE
GENERAL PLAN**

COMMUNITY MOBILITY ELEMENT

Goals and Approaches

Regional Systems:

- 1. Protect the function and form of regional air and land corridors.**
 - Design all regional corridors to safely and efficiently move people, goods and information by using state-of-the-art technology (intelligent transportation management systems), and the integration of all modes.
 - Maintain Scottsdale's high development standards. The character of regional corridors in Scottsdale should reflect an image that is uniquely Scottsdale through unified streetscapes, street signage, and public art.
 - Enhance the natural beauty and unique character of Scottsdale through design and aesthetics of regional corridors.
 - Coordinate all planned and existing regional links by actively working with adjacent jurisdictions (e.g. Scottsdale/Tempe Major Investment Study).
 - Seek new opportunities for alternative modes of transportation or choices and carefully integrate all modes: motorized, non-motorized, electronic, and air, etc.
 - Coordinate transportation and technology planning with land use planning to provide a continuous and integrated system of mobility.
 - Develop innovative designs to reduce conflict points between various means of travel/user groups while improving the efficiency of the regional links.
 - Embrace future modes and methods of moving people, goods, and information, **SUCH AS, LIGHT RAIL, BUS RAPID TRANSIT, MODERN STREETCAR, ETC.**
 - Protect the regional corridor flow and function by considering use of grade separations to enhance safety and provide choices for mobility of different modes.
 - Control access to and from regional corridors to protect mobility within the corridor and to protect residential neighborhoods.
 - **DESIGN THE APPROVED SCOTTSDALE ROAD HIGH CAPACITY TRANSIT CORRIDOR TO ACCOMMODATE THE TECHNOLOGY OR TECHNOLOGIES DETERMINED IN THE TRANSPORTATION MASTER PLAN.**